

4. Informations

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, TO-MORROW, the 30th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

PER CASE OF 4 DOZEN PINTS \$8.
SOLE AGENTS:
H. PRICE & Co.,
13, QUEEN'S ROAD,
HONGKONG, 23rd April, 1901. [20]

To-day's
Advertisements.

THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALLAN HAMILTON.

SEASON TERMINATES WEDNESDAY,
May 8th.

LAST NIGHTS
OF THE
BROUGH COMEDY CO.

TO-NIGHT at 9 precisely,
LAST NIGHT!

"SECOND MRS. TANQUERAY."
By A. W. PINERO.

TO-MORROW
(TUESDAY), April 30th,
"THE BRIXTON BURGLARY."

A Farjical Comedy in Three Acts,
by FRED W. SIDNEY.

WEDNESDAY, May 1st,
NO PERFORMANCE.

THURSDAY, May 2nd,
"THE AMAZONS."

A Farjical Romance in Three Acts, by
ARTHUR W. PINERO.

BOX PLAN at ROBINSON'S.
Hongkong, 29th April, 1901. [404c]

NOTICE.

MR. CHARLES WILLIAM MARSHALL
is no longer authorized to SIGN our
FIRM per Procuration.
GEO. R. STEVENS & CO.
Hongkong, 29th April, 1901. [471c]

NOTICE.

THE Business in FOOCHOW formerly carried
on by Messrs. TURNER & CO. has been
TRANSFERRED to the Undersigned, who
will continue to carry it on under the same
Name, Style and Title of TURNER & CO., as
from the FIRST DAY OF MARCH LAST.
RONALD GREIG.
Fochow, 29th April, 1901. [460c]

NEW MUSICAL PUBLICATIONS,
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accept).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILY" Waltz and "ELIZA" Waltz.
NEW FEATURE—
Pocket Edition of Pianoforte Music, includ-
ing MARCH dedicated to Hongkong Volunteers
and POLKA to Peak Residents.
444c To be had of all MUSIC DEALERS.

ZETLAND LODGE.
No. 75, K.

A REGULAR MEETING of the above
LODGE will be held at the FREEMAS-
ONS' HALL, Zetland Street, on WEDNESDAY,
the 1st May, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 29th April, 1901. [470c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.
The Company's New Steamship

"DIAMANTE."
Captain A. Ramsay, will be despatched as above,
on WEDNESDAY, the 1st May, at Noon.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light. A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 29th April, 1901. [454c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
The Company's Steamship

"MAIDZURU MARU."
Captain K. Kobajima, will be despatched for the
above Ports, on SUNDAY, the 5th May,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 29th April, 1901. [226c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship—
"TIENTSIN."
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Goods not cleared by the 5th May, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 29th April, 1901. [5c]

WANTED.

THREE or FOUR LADS
to SELL the

"HONGKONG
TELEGRAPH."

LIBERAL COMMISSION
PAID.

Apply Personally at
THIS OFFICE.

Hongkong, 11th January, 1901.

Intimation.



A. S. WATSON & Co.
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

THE MOST PERFECT SYSTEM
OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports from the

HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us
are acknowledged by the principal
English makers to be EQUAL TO
THOSE OF THEIR OWN PRO-
DUCTION.

Manufactured under EXPERT
ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 29, 1901.

REUTER'S TELEGRAMS.

THE TEA DUTY.

London, April 26th.

A resolution re-imposing the existing duty
on Tea (5d per pound) has been adopted.

An amendment by Mr. Redmond to reduce
the tax to four pence was rejected.

In the debate, Sir Michael Hicks-Beach
said that he was aware of the condition of
trade in India, but regretted that he was
unable to reduce the duty this year.

EGYPT.

In the House of Commons, Mr. Redmond
asked whether the Government could name
a day for the evacuation of Egypt. Viscount
Cranborne replied no.

LATER.

BRITISH SOUTH AFRICA.

Sauer Botha, an ex-minister of the Trans-
vaal, has been sentenced to a year's imprison-
ment for treason. Lord Kitchener reports
the capture of 113 more prisoners, and a
twelve pounder Krupp gun with 15,000
rounds of ammunition. A 4.7 gun has been
captured at Helvetia.

COMMUNICATION WITH THE
NORTH.

Mr. F. von der Pfordten, Manager of the
Joint Telegraph Cords, informs us that owing to
the interruption of the Amoy Shanghai cable,
there will be considerable delay on telegrams
to and from North China Japan.

WEATHER REPORT.

The Observatory report says:—

On the 28th at 11.50 a.m. the barometer is
falling on the China coast, and probably another
depression is forming over Central China.

Gradients slight for S.E. winds on the coast,
and in the N. part of the China Sea. Forecast:—
Moderate or light S.E. to S. winds; fair.

On the 29th at 12.10 p.m. barometric changes
in the South are slight. A depression lies in
the Sea of Japan. Gradients gentle with light
variable winds in S. China and the N. part of
the China Sea. Forecast:—Varying winds,
light; showery.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

THE paddi fields around Kowloon City are
being rapidly planted up for the summer crop,
and are putting on their dress of green.

LIEUTS. G. J. B. Sayer and G. C. Fullerton,
Hongkong Volunteer Corps, have been granted
two and twelve months' leave of absence re-
spectively.

THE Hon. C. McL. Messer has been granted
a Director of the Widows and Orphans Pen-
sion Fund during the absence of leave of the
Hon. A. M. Thomson.

We shall be obliged if any subscriber
receiving this paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, Hongkong Telegraph Co., Ltd., 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

THE correspondence between the local and
the home authorities relating to the removal of
Cape D'Aguilar Light to Green Island, is pub-
lished in the Gazette.

PARCEL MAIL for the United Kingdom and the
Continent of Europe will close at 5 p.m. On
Tuesday the 30th inst. N. B. Parcels already
posted for despatch by the British Packet
Sobran will go forward by the German Mail.

It is notified in the Gazette that Commodore
F. Powell, R.N., C.B., Mr. H. J. Gompertz
(Hon. Sec.) and the Hon. W. Chatham have
been elected members of Church Body; in the
place of the Hon. W. M. Goodman, K.C., and
Messrs. R. D. Ormsby and A. Bryer, resigned.

THE Hon. Treasurer of the Alice Memorial
and Nethercole Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—
Anonymous Chinese \$50
Do 10

THE returns of the number of visitors to the
City Hall Library and Museum for the week
ended 28th April are:—

	Library.	Museum.
Non-Chinese	429	157
Chinese	134	2,063
Totals	563	2,220

In its general item column, the *Siam Free Press*
says:—"We shall be obliged if any subscriber
on receiving the *Siam Free Press* late or irre-
gularly, will communicate to us at once. We
do not consider an apology is due to those who
are in the habit of borrowing it. These gentry
should remember that their neighbour's news-
paper is like his TOOTH-BRUSH." What does
the S.F.P. mean by this mysterious saying?
Why is the S.F.P. like a tooth-brush?
Because it is useful to clean things?

WHO would be a Czar? The *Kölnische*
Volkszeitung of St. Petersburg correspondent
says: "The police who have to look after the
safety of the Czar do not quite trust even all
the members of His Majesty's Household. The
mechanism attached to the doors of the Im-
perial bed-chamber and study has lately again
been so altered that only two three persons
know how the doors can be opened from the
outside, when the Czar is within. In the study,
five writing-tables have been placed, which the
Czar is to use by turns, so that nobody knows
exactly at what table he is working. For some
time past the walls of the study and bed-room
have been provided with a steel lining, and
they have also several secret doors."

READERS of newspapers published in England
often express surprise at the remarkably small
type used by the American newspapers. It is
therefore interesting to note that a Bill has
been introduced into the Albany Legislature
to enforce the use of large type in the printing
of books and newspapers in New York State.
The type, says the correspondent of a London
newspaper, must be at least "eight-point" (or
brevier, as the size is known in England),
and the lines must be separated by at
least two points. The weakness of eyesight
has been noticeably increasing in New York,
and specialists blame the small print of the
newspapers, which in their turn profess to view
the new Bill with some alarm.

THE *Shanghai Mercury* of the 22nd inst.,
under the head of Law Court business, says:—
The case of the mysterious disappearance of
forty-five tons of coal from four lighters while
in transit from Poatung Wharf to H.M.S. *Brisk*
at Woosung has not been cleared up. Captain
Dobie stated that the usual precautions were
observed when the coal was sent away from the
Poatung wharf, viz. the lighter hatches were
locked, the four keys put in an envelope, sealed
by Captain Dobie, and delivered to the laodah
of the steam launch which towed the lighters
to Woosung, who in turn delivered the keys
aboard H.M.S. *Brisk*. The seals on the
envelope were found intact. The Assessor said
that there was not sufficient evidence to convict,
no proof that the laodah made away with the
missing quantity of coal, and the four men were
dismissed.

WITH no wish to indulge in carping criticism,
says *Indian Engineering*, but merely with
a desire to sound a note of warning apropos
to the coming hot season, we draw the attention
of the Chairman of the Calcutta Municipality
to the present defect in the Calcutta water
supply. It is the experience of even first floor
tenements all over the city that the mainte-
nance of the statutory pressure in the taps is
more honoured in the breach than the obser-
vance, and the inconvenience thus caused is
becoming intolerable. We recognise that Mr.
Greer is a strong swimmer battling against a
fast tide, and as we are confident he will not
shrink at this, we also believe that with his
usual resource he will be able to obliterate the
shortcoming to which we have drawn attention.
A bit flowery, ain't it, as Mr. Waller, junr.,
would have said, for an Engineering journal.
But of course it is quite evident that it is no
use Mr. Greer's being a strong swimmer, unless
he has plenty of water.

AN English lady in Pretoria says in the
Outlook:—"Mrs. Botha is a charming woman
to meet, but what do you think she said in my
hearing two days before the British entered
Pretoria? Her black maid was cleaning Mrs.
B's bedroom on the previous day. She lifted
a table awkwardly that Mrs. Botha feared
she would drop it. Said Mrs. Botha: 'I
looked round for something to beat her with.
I could only find a copper poker, and I gave
her a good whipping with that! Luckily I only
hit her on the back, for had I hit her on the
head I should have killed her. I hit her on the
poker so' (croaking her finger). 'I then went
into the kitchen and gave the other (black) girl
a beating with the broom. I thought I would
do it before the English came in, for I know I
can't do it after.' What do you think of that
for the wife of the Commandant-General, the
man who ranked next to the President? Well,
we all have our little ways and eccentricities,
and we suppose Mrs. Botha's take the form of
strict discipline, as becomes a commandant's
wife."

WE learn that the Hon. J. H. Stewart Lockhart,
C.M.G., Colonial Secretary, has not gone on
leave to Japan as previously reported, but in-
tends to proceed up the Yangtze as far as
Ichang, and will perhaps visit Tientsin after his
return to Shanghai.

On Sunday morning, a little Chinese boy of
four years of age was playing on the verandah
of his parents' house at 26, Tsimshing Street,
when he overbalanced and fell to the ground,
a distance of forty feet. He died three hours
later from injuries to his head.

THE BROUGH COMPANY AT
THE THEATRE ROYAL.

A full house assembled to witness the pro-
duction of the ever popular play "The Second
Mrs. Tanqueray" on Saturday evening, in spite
of other attractions elsewhere, not to mention
the excessive heat we are subjected to at pre-
sent, which makes it most uncomfortable both
for the performers and audience. Amongst the
audience was H. E. Sir Henry Blake accom-
panied by Lady Blake and Suit.

The part of Paula Tanqueray was ably taken
by Mrs. Brough, and few of the audience as-
sembled on Saturday evening will ever forget her
wonderful interpretation of the part, her acting
all through being excellent and in the emotional
parts in which the piece abounds she ever
does heart and soul into the play.

Mr. Brough, as Aubrey Tanqueray, left no-
thing to be desired, he is really a most talented
and clever actor. Miss Noble portrayed Ellen,
the stepdaughter of the second Mrs. Tan-
queray, with her usual grace. Being gifted with
a pretty face and charming figure, the rest
to her must be comparatively easy. The re-
maining parts were well sustained and left
nothing to be desired and, as usual the dresses
and scenery were complete in every detail.

Below we give the full cast of characters:—
Aubrey Tanqueray, Mr. Brough.
Cecily Drummond, Miss Noble.
Sir George Greyed, Bart., Mr. D. Brough.
Captain Hugh Andale, Mr. W. T. Lovell.
Frank Miquillit, C.C., M.P., Mr. M. Majeroni.
Jana, M.D., Mr. H. H. H. H.
Mrs. Corleyson, Miss Basic Thompson.
Ellen, Miss Grace Noble.
Lady Greyed, Miss Temple.
Paula Tanqueray, Mrs. Brough.

The second Mrs. Tanqueray will be repeated
to-night for the last time this season, and by
reference to our advertising columns it will be
seen that this talented Company's season here
is drawing rapidly to a close, which is to be
regretted.

AT THE MAGISTRACY.

WHAT, BACK AGAIN!

Chan Hi, a gentleman at large, was banished
on the 28th August last. The attractions of
the Colony proved too much for him, however,
and like the fabulous cat, he came back. P.C.
206 Cheung, Man, induced him to interview
Mr. Hazeland and he will now spend twelve
months in Hongkong as the guest of the Gov-
ernment.

DRUNKS.

James Turner, a twenty-four-year-old Ameri-
can greaser, pleaded guilty before Mr. Hazeland
this morning to being drunk and incapable in
Queen's Road. He was fined \$2 or 8 days'
hard labour. He paid up.

James Tracey, an Irish fireman from the
s.s. *Meade*, was charged with behaving in a
disorderly manner whilst drunk in Ship Street.
James explained to Mr. Hazeland that he was
singing a song. His vocal effort cost him \$3
or 14 days. He chose the latter.

TRESPASS.

Chan Ah Kum, an amah at the Indian
Married Quarters, Kowloon, aged 42, was
charged with trespassing on the grounds of
Headquarter House at 11.30 p.m. on 27th in-
stant. Wm. Hulcock, a sergeant of the
R.W.F., stated that he arrested the defendant
who was there for purposes of prostitution.
Mr. Hazeland imposed a fine of \$25 or two
months' hard labour. The fine was not paid
and Defendant went to gaol.

"CLY FAKING."

Chan Fuk picked the pocket of a country-
man of his of a silk handkerchief on Pedder's
Wharf. Unfortunately for Chan the policeman
on duty had his eyes about him. Result—
Chan gets a month's hard labour.

VAGRANCY.

George French, a miserable-looking object,
describing himself as a cook, was charged with
being a vagrant. He had four previous con-
victions against him, two of vagrancy, and one
each of drunk and disorderly and drunk and
incapable, and had only been released from his
last term recently. Mr. Hazeland sent him to
the house of detention.

THEFT FROM THE GODOWN CO.

Wong San and Hu Yau, boatmen, stole six
bundles of rattan from the No. 1 Wharf of the
Godown Co. at Kowloon, yesterday. They
were arrested by the watchman and were this
morning sentenced to a month's hard labour
each by Mr. Hazeland.

THE PLAGUE.

Number of cases reported (Chinese 196
up till noon of the 27th Other Asiatics 2
April, 1901 0
Number of cases reported (Chinese 24
during the past 48 hours Other Asiatics 0
Europeans 0

Total number of cases reported to date 222

Number of deaths reported (Chinese 180
up till noon of the 27th Other Asiatics 0
April, 1901 0
Number of deaths reported (Chinese 20
during the past 48 hours Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 200

SMALL-POX.

Number of cases reported (Chinese 58
up till noon of the 27th Other Asiatics 8
April, 1901 10
Number of cases reported (Chinese 1
during the past 48 hours Other Asiatics 0
Europeans 0

Total number of cases reported to date 77

Number of deaths reported (Chinese 45
up till noon of the 27th Other Asiatics 2
April, 1901 2
Number of deaths reported (Chinese 2
during the past 48 hours Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 50

LIQUID FUEL.

The adjourned discussion upon Mr. Lam-
bert's paper on "Liquid Fuel" took place at
the Engineers' Institute on Saturday evening
in the presence of a large and representative
meeting of engineers.

Mr. Ramsey presided, and among those pre-
sent, who took part in the discussion, were
Messrs. Kirkwood, Murchie, Murphy, Leurs,
Macpherson, Lennox, Stirling, Soppi, Hawey,
Pearson, and Turner.

The general tenor of the discussion was as to
the advantages derived from the use of liquid
fuel over that of coal, as far as ocean-going
steamers were concerned.

Mr. Cook, the president of the Institution,
sent a letter tendering an apology for his
absence.

Mr. Lennox furnished statistics comparing
the relative efficiency of the two fuels, and said
he would hail with pleasure the substitution of
oil for coal as lessening the duties of marine
engineers.

Mr. Lambert having replied, the meeting
concluded with a vote of thanks to Mr. John
Lambert and to the Chairman.

QUEEN'S COLLEGE.

ANNUAL REPORT.

We make the following extracts from the
Annual Report of the Acting Head-Master of
Queen's College, Mr. A. J. May, M.R.A.S., etc.,
as published in the Gazette:—

The total number on Roll was 1,440 being
nearly 100 more than last year; and this number
could have been exceeded had the Roll been
enough to have admitted of more entries being
made, and the classrooms of a more extensive
nature. This shows that an entrance into this
Institution is eagerly sought after, in spite of
the fees being, in the higher part of the school,
\$36 per annum, and in addition to which each
boy has to provide himself with all books used
in the schools, which in some classes means an
extra expenditure of about \$10 on the part of
each scholar in the upper classes.

The average daily attendance was 990 as
against 887 last year. The highest monthly
attendance was reached in April, when there
were 1,126 pupils in attendance. The highest
average daily attendance was also in April, viz.,
1,049. The largest number of boys present on
one day was 1,079, on 25th July.

The revenue from fees was \$29,037, being an
increase of \$1,792 on last year. The gross
expenditure has been increased owing to the
increase of salaries, granted under C.O.D. 280
of 1899, and also by an increase of compensa-
tion on the same, and the adjustment of ex-
change in England; yet owing to the great
increase in the average daily attendance the
expense of each scholar has been decreased by
\$1.28.

On my return to duty, from leave of absence,
I took over charge on the 1st May from Dr.
Wright, the Head-Master, who then went on
leave. I found the staff weakened by Messrs.
Jones and Woodcock (seconded for duty at the
Supreme Court and Sanitary Board respec-
tively), and Messrs. Barlow and Macchell away
sick, the former detained in Singapore Hospi-
tal, and the latter in Colombo Hospital.

Fortunately the services of Messrs. James
Cheung and J. Hatmer were still available,
and they were very good substitutes for two of
the absentees, and thus the College has not
suffered as much as it otherwise would have
done. Unfortunately, just at that time Mr.
Dealy, the Acting Second Master, was away
also on sick leave for about a week, so that
with the great increase in the number of boys,
it was no easy task to arrange for the work
of the school, and I had personally to
give all my attention for some time to one in-
dividual class, and the general supervision had,
for a time, to be greatly relaxed.

Messrs. Barlow and Macchell returned to the
Colony on 15th May, but neither was in a fit
condition to resume duty in full, and the result
was that Mr. Barlow after a few days on half
duty, was ordered to the Hospital where he
practically remained till 13th July, when he
was recommended to go home for a period of
medical certificate.

Mr. Macchell was far less fit for work than
even Mr. Barlow, and within a few days, he
too had to be admitted into the Hospital, where
his disease became so acute that it was found
necessary to retire him from the service, and
he was sent home in August.

The continued absence of these two Masters
was totally unlooked for, and thus the staff
was further reduced. So great were the
difficulties I had to contend with, that I had to
seriously under my consideration to apply for
permission to temporarily decrease the number
of pupils. However, as Messrs. Cheung and
Hatmer gave me to understand that, under
certain conditions, they would continue to act
till the end of the year, and I had permission
to employ some of the 1st class students as
Acting Pupil-teachers, I was able to struggle
on.

Relief from England in the shape of a suc-
cessor to Mr. Macchell has been anxiously
looked for, but up to the present no one has
been appointed, but I am expecting a new
Master before long.

Thus throughout the year the school has
been seriously understaffed, and had it not been
that Messrs. Cheung and Hatmer were able to
remain, a reduction in the number of pupils
would certainly have been necessary, and that
would have meant a great expense to the
College. My thanks are also due to the whole
staff for their assistance in these trying
circumstances.

The school has suffered a great loss in the
compulsory retirement of Mr. Macchell, for he
was not only a very energetic and efficient
teacher, but was also very popular with the
boys, and was a great help to the staff in
matters of recreation for the boys. He had
been on the staff since 1892, so that his sever-
ance from the College will be all the keener
felt.

The results of the Oxford Local Examina-
tions are as follows:—Of the 8 Juniors 5 passed,
one of whom was a Chinese. Of the 9 pre-
liminary candidates only 2 passed, one of these
being a Chinese.

Of the four free scholars who were admitted
this year, Fung Pui-lu (from Sai-ying-pun

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 3rd May, at Daylight.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASAMA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGOWIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 29th April, 1901.

TOYO KISEN KAISHA. U.S. MAIL LINE. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

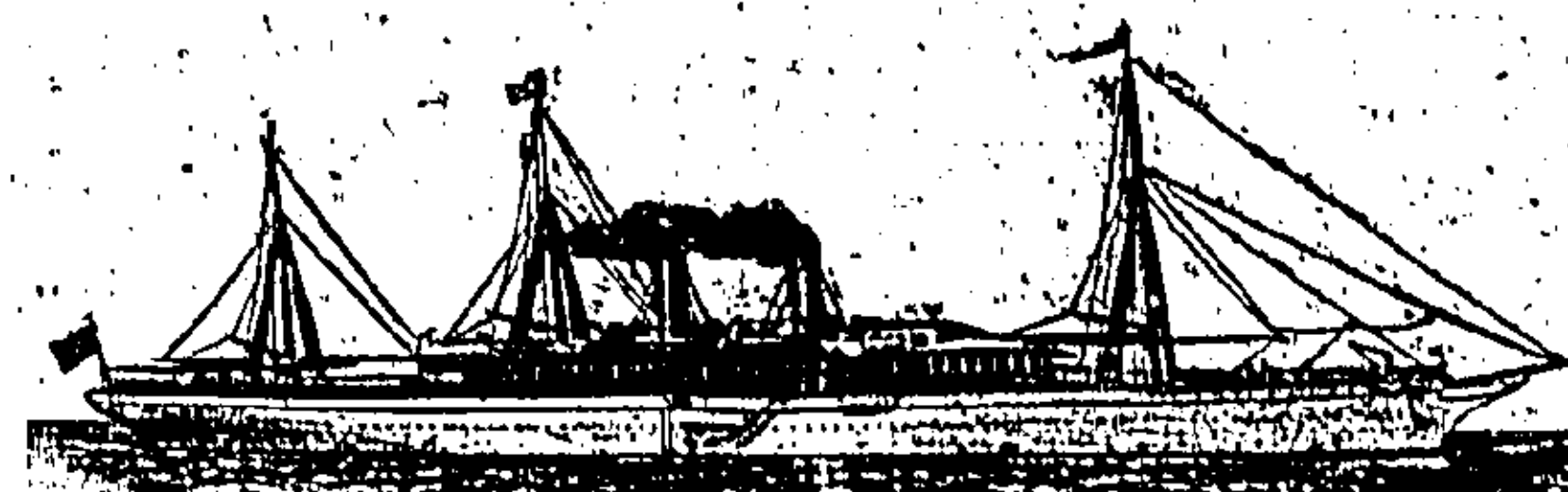
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 24th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
Celtic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City...about May 15
Belgian King...about June 10

THE Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO and SAN DIEGO, via SHANGHAI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th May.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 26th April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
FOOCHOW	"KASHING"	30th instant.
TIENSIN	"KWEIYANG"	2nd May, at 5 P.M.
LOILO and CEBU	"KAIFONG"	2nd May, at 5 P.M.
SHANGHAI	"KWANGSE"	14th May.
KOBE and YOKOHAMA	"FAKSI"	14th May.
	"CHANGSHA"	10th May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM.	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"DARDANUS"	2nd May, A.M.
" "	"MAGDAON"	9th May.
" "	"ACHILLES"	14th May.
" "	"FROMETHEUS"	28th May.

HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
LONDON	"AJAX"	30th April.
" "	"ANTONIO"	14th May.
LIVERPOOL (DIRECT)	"CALOHA"	28th May.
(Taking Cargo at LONDON RATES)	"PYREHUS"	10th May.
	"ULYSSES"	24th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. & Co.

Hongkong, 18th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above on WEDNESDAY, the 1st May, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship "KUMSANG," Captain Buller, will be despatched as above on THURSDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th April, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "FERDENE" 3rd May. "AFRIDI" 24th May. "HILLGLEN" 14th June. "LOWTHER CASTLE" 30th June.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.) FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship "ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL" and "INDRAPURA."

"ENJOYER COMPANION," between HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship "HAIMUN," Captain Davis, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 29th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI. THE Steamship "EASTERN," Captain Ellis, will be despatched as above TO-MORROW, the 30th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried. For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th April, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD.

Captain E. Prehn, due here with the outward German Mail about TUESDAY A.M., the 30th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship "ANPING MARU," Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 8th May, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME and TRIESTE. (Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship "GISELA," Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 24th April, 1901.

WORTH A GUINEA A BOX. BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA, WATKINS, LIMITED, ADONISBES, HALL, 66, Queen's Road, Central, Hongkong.

Hongkong, 20th April, 1901.

LATEST QUOTATIONS.

(April 29th).

VISITORS AT THE HONGKONG.

ITORS AND RESIDENTS AT THE
DEAN HOUSE

CRAIGIEBURN.
 on, Mr. Jas. Canton, Mrs.
 Mr. and Mrs. Lewis, Mr. M. C. C.
 Matheson Pye, Mr. E. Burns
 Staff-Surg. H. Volpicelli, Consul

KOWLOON HOTEL.

Lieut.	Lovell, Mr.
Mrs. Lottie	Masloersky, Mr. W. von
Lieut.	Masny, Sergt.
Lieut.	McIntyer, Mr.
Mr. S.	Noble, Miss Grace
Lieut. C.	Paulus, Lieut.
Lieut.	Wittmuss, Capt.
Mr. and Mrs.	Burns, Mr. G.

EXCHANGE.

ADON, Telegraphic Transfer	1/11
Bank Bills, on demand	1/11 1/16
Credits, 4 months' sight	2/10
D'ments, 4 months' sight	2/10
ELIN, (demand)	M.2.61
Bank Bills	2.48
Credits, 4 months' sight	2.48
YORK, Bank Bills, on demand	48
Credits, 30 days' sight	48
RAY, Telegraphic Transfer	147
On demand	147
CHAI, Telegraphic Transfer	72
Private 30 days' sight	nom.
OHAMA, T.T.	28
Bank's Buying Rate	\$10.00
of 100 touch, per tal	51.75
	27 9/16
	nom.
	nom.

OPIMUM QUOTATIONS.

Hongkong, 29th April.

na	\$93 1/2	per chest.
ares	97 1/2	"
ares	96 1/2	per picul.
wa	83 1/2	"
paper tied	81 1/2	"

VESSELS IN PORT.
Steamers.
 British steamer, 1,158, H. Barlow.

MARU, Japanese steamer, 2,193, 2. A. H.
 15th April, Kutchinotzu 40th
 Coal.—Mitsui Bussan Kaisha.
 N, British steamer, 2,444, H. Mowatt,
 April.—Vancouver via Comox, Kobe
 10th April, Vancouver, Timber and Flour.—
 R. Co.
 American steamer, 1,400, A. H.
 14th April, Manila 11th April,
 —Government.
 ROOGER, Belgian steamer, 1,291, C.
 17th April, Saigon 9th April,
 —Dodwell & Co., Ltd.
 British steamer, 2,828, N. S. S. G.

7th Mar.,—Woosung 23rd Mar., Ballast.—
Order.
MANA. British steamer 1,140 tons, 20th

RIA, Swedish steamer, 989, J. A. Hill-

Sailing Vessels.
H. OBRIO, American ship, 1,262, Am-
s- 19th Dec., New York 2nd June, and
s- 12th Dec., Oil.—Standard Oil Co.
E, British ship, 1,998, Heranring, 14th
E, New York 2nd June, Heranring, 14th

DD, British ship, 1,986, Thomas, 1st
—Cardiff via Cape Town. 26th Sept.,
—Government.

BAY, British ship, 4,178, F. Adams, 7th
 Feb. — Nagasaki, 1st April, Ballast —
 Under, Wieler & Co.
 J. KENNY, American schooner, 155, A.
 Olsen, 30th Mar. — Ponape and Caro-
 linen, 11th Mar., Copra — Master.
 American 4-masted schooner, 512,
 rson, 31st Mar. — Port Townsend 28th
 , General — Holliday, Wise & Co.
 asc-r, British 4-masted barque, 1,997,
 H. Smith, 4th Mar. — from New York,
 R. Goodrich Oil Co.
 1895, German schooner, 52, Wames, 23rd
 Feb. — Suez —
 Yap 9th Feb., Ballast — Wiersseman
 British schooner, 1,951, R. Pinkham, 9th
 Feb. — Cardiff 23rd Feb., Patent Fuel —
 Government.
 NT, British bark, 766, R. B. Munro.

April.—Rajang 8th Feb., Timber.—
On Co.
CH, American ship, 1,172, Howes, 21st
—Manila 18th Feb., Ballast.—Master.
British 4-masted bark, 2,233, D. S.
an, 23rd Jan.—New York 3rd Sept.,
Oil.—Order.

BRITANNIC MAJESTY'S SHIPS

Hongkong, April 29th, 1901.

i.h.p., Comdr. G. G. F. M. Cradock,
 1,500 tons, 6 guns, 1,000 i.h.p.,
 Dr. E. D. Hunt, Singapore.
 2nd-class cruiser, 3,400 tons, 10 guns,
 i.h.p. Capt. J. Starin, Singapore.
 1st-class cruiser, 11,000 tons, 16,500
 16 guns, Capt. G. H. Cherzy, R.,
 2nd-class cruiser, 4,300 tons,
 i.h.p., 10 guns, Capt. A. W. Paget,
 Shanghai.
 1st-class cruiser, 5,600 tons, 8,500 i.h.p.,
 16 guns, Capt. E. H. Bayly, C.B., Singa-

200 h.p., Comdr. J. F. E. Green, S'pore.
twin screw, 2nd-class cruiser, 3,600 tons,

7, coast defence ship, 2,750 tons, 4 guns,
1,000 i.h.p., Hongkong.

Miscellaneous,
Destroyer, Portuguese cruiser, 1,900 tons,
 Capt. Andrew, Hongkong.

2, Dutch cruiser, 8 guns, 3,900 tons, 50 i.h.p., Capt. S. N. Sybrandi, Swatow.

Elisabeth, Austrian cruiser, 8 guns, 10 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.
De Walrus, *Whelmina der Nederlanden*, Dutch gunboat, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossius, Swatow.
 Portuguese gunboat, 58 tons, Comdr. da Cunha Lima, Macao.
Theresa, Austrian cruiser, 10 guns, 10 tons, 9,755 i.h.p., Capt. V. Bless von v. Sambuchli, Shanghai.
 Russian, Dutch cruiser, 5 guns, 3,600 tons, 16 i.h.p., Capt. Jansen, Taku.
 Portuguese gunboat, 600 tons, Captain [illegible], Macao.
 Austrian cruiser, 2,500 tons, Captain [illegible], Shanghai.

ARMY MEN-OF-WAR ON THE CHINA

AND JAPAN STATION.

The Russian Squadron.

Korniloff, Russian armoured cruiser, tons twin screw, 36 guns, 9,500 h.p., in Jakovlev, at Nagasaki.

Nakhimoff, Russian armoured cruiser, guns, 9,000 tons, 8,000 h.p., Capt. Olojesky, at Tientsin.

ussian gunboat, 810 tons, 8 guns, 1,200
Captain Elkisky, at Nagasaki.
ussian gun-vessel, twin screw, 950 tons,
ns, 1,150 h.p., Captain Dobrovolsky.

<i>Donskoy</i> , Russian armoured cruiser,	C
tons, twin screw, 34 guns, 7,000 h.p.,	
Dr. Sharon, at Taku.	D
<i>Kr. 8</i> , Russian gubbot, 400 tons, twin	
1, 18 guns, 3,500 h.p., Capt. Serebren-	*
at Taku.	
<i>Chyky</i> , Russian armoured cruiser, 1,492	
twin screw 12 guns, 4,000 h.p., Capt.	D
Shchegolev, at Taku.	
<i>Chyky</i> , Russian cruiser, 1,200 tons, 9 guns,	
h.p., Capt. Silmann, at Taku.	E
<i>Chyky</i> , Russian cruiser, 1,213 tons, twin	
14 guns, 1,500 h.p., Capt. Yakovlev,	F
at Taku.	
<i>Chyky</i> , Russian battleship, 10,000 tons,	

4455, Russian torpedo boat, 23 tons, 1 gun

600 h.p., Capt. Rollmann, at Amoy.
 German cruiser, 1,600 tons, 8 guns,
 Comdr. Peters, at Taku.
 Hansa, German cruiser, 6,800 tons, 30
 guns, Capt. Paschen, at Hongkong.
 German despatch-vessel, 2,000 tons, 12

apt. Rampold, at Woosung.
4. German cruiser, 6,000 tons, 30 guns,
apt. von Usedom, at Shanghai.
German gunboat, 1,000 tons, 10 guns,
Leut.-Comdr. Sibaier, at Shanghai.
German cruiser, 4,200 tons, 8 guns,
h.p., Capt. Stein, at Nagasaki.
German gunboat, 900 tons, 10 guns,
Leut. Kinderling, at Canton.
Prin. Augusta, German cruiser, 6,331 tons,
h.p., 14,000 p.h., Capt. Gillich, at Amoy.
Capt. Friedrich Wilhelm, German

German gunboat, 850 tons, 10 guns,
Comdr. Daehnhardt at Hongkong.

Amoy, German cruiser, 1,120 tons, 8 guns,
Boerner, at Haikow.
Er, German cruiser, 1,600 tons, 8 guns.
Schack, at Amoy.
 German gunboat, 900 tons, 10 guns,
 mdr. von Mittelstadt, at Shanghai.
Nürnberg, German battleship, 10,100 tons,
 10 guns, Capt. Hofmeister, at Amoy.
 German battleship, 10,100 tons, 40
 guns, Capt. Borkenhagen, at Taku.
Wilhelm, German battleship, at Naga-
 saki.
 German torpedo-boat, 320 tons, Capt.
 Epfinger, at Shanghai.
 German torpedo-boat, 350 tons, Capt.
 Gut. Püllen, at Hongkong.
 German torpedo-boat, 320 tons, Capt.
 Hinrich, at Shanghai.
 ship of His Excellency Vice-Admiral

THE FRENCH SQUADRON.
gunboat, 200 tons, Lieut.-Comdr.
Toy, at Nagasaki.
Charrier, second-class cruiser, 4,750 tons,
at Bakhine, Japan.

2nd class dispatch-boat, Lt.-Comdr
La Croix de Castries, at Nagasaki.
sup Laubat, 2nd-class cruiser, 4,000
0,000 hp, 18 guns. Capt. Espinasse.

gunboat, 600 tons, Capt. Lollé, at
ton.
gunboat, 590 tons, Capt. Marésu-
bette, at Taku.
gunboat, 1st-class cruiser, 8,100
tons, 16 guns, 13,500 h.p., Capt. de
Lollé, at Taku.
gunboat, 2nd-class protected cruiser, 4,000
tons, 16 guns, 631 h.p., Captain Sauné, at
Taku.
dispatch-transport, Capt. Vallée, at
Taku.
gunboat, 693 tons, Capt. Adam, at
Taku.

gon, 1st-class U.S. battleship, 10,280 tons
16 guns 11.11 in. Cal. 8.11 in. 11.11 in.

Pisani, Italian cruiser, 6,700 tons, Capt. Onofrio, Shanghai.

Post Office.

A Mail will close;—

Canton—Per *Hankow*, to-morrow, the instant, at 7.30 A.M.

Singapore—Per *Hansa*, to-morrow, the instant, at 11 A.M.

Singapore—Per *Ajax*, to-morrow, the instant, at 11 A.M.

Shanghai—Per *Eastern*, to-morrow, the instant, at 11 A.M.

Kumchuck and Samshut—Per *Tung*, to-morrow, the 30th inst., at 3 P.M.
Manila—Per *Diana*, to-morrow, the 30th inst., at 4 P.M.
Fochow—Per *Kashing*, to-morrow, the 30th inst., at 4 P.M.
Moji and Kobe—Per *Tientsin*, to-morrow, the 30th inst., at 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, and San Francisco—Per *City of*, to-morrow, the 30th inst., at 5 P.M.
Swatow, Amoy and Anping—Per *Akashi*, to-morrow, the 30th inst., at 5 P.M.
Canton—Per *Powan*, to-morrow, the 30th inst., at 5 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.)—Per *Tartar*, on Wednesday.

May, at 10 A.M.
Europe, &c., India, via Tuticorin—Per
s Iran, on Wednesday, the 1st May, at
Manila—Per *Leongiang*, on Wednesday,
May, at 3 P.M.
Singapore, Penang and Calcutta—Per
ge, on Thursday, the 2nd May, at 2 P.M.
ientsin—Per *Kwsiyang*, on Thursday,

May, at 4 P.M.
 Shanghai—Per *Kwangsi*, on Thursday,
 May, at 4 P.M.
 The *Latouche* — 11

Shanghai—Per *Longmeien*, on Friday,
 May, at 3 P.M.
 Shanghai—Per *Pakhei*, on Saturday, the
 3d, at 3 P.M.
 Manila, Cebu, and Cebu—Per *Katfong*, on
 the 5th May, at 9 A.M.
 Manila, Cebu, and Yokohama—Per *Changshih*,
 on the 10th May, at 4 P.M.
 Hongkong, Cebu, India, via Tutuica—Per
Ida, on Saturday, the 11th May, at
 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 B.C. and Vancouver—Per *Empress*,
 on Wednesday, the 15th May, at
 10 A.M.

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